

Attachment H

<p>Engagement Report – Combined Erskineville and Alexandria Cycleways</p>
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Global Research
Turning **Information** Into **Insight**

City of Sydney – New cycling connections for Alexandria and Erskineville – **Mitchell Road and Huntley Street**

Henderson Road, Railway Parade and Bridge Road; Ashmore and Harley Streets; Mitchell Road and Huntley Street; and shared path improvements

ENGAGEMENT: summary and analysis

15 January 2020

Prepared by Global Research Ltd
For

CITY OF SYDNEY 

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Executive summary

Respondents were asked to comment on each of the four proposed sites where cycleway improvements are proposed, and/or to provide additional feedback or feedback on *all* the connections.

- Findings show that the largest number of responses on ‘all connections’ were supportive of the proposed cycleway improvements.
- Site by site, there was more support than opposition to:
 - Ashmore and Harley Streets
 - Mitchell Road and Huntley Street
 - Shared path improvements in Alexandria and Erskineville and changes to parking and traffic on Park Street.
- There was more opposition than support for:
 - Henderson Road, Railway Parade and Bridge Street. However, it is noteworthy that within opposition to the proposed changes at this site, there was a strong thread of support for cycleways in general, just not in the way that this proposal suggests.

Support for and opposition to the changes to cycling connections were frequently consistent regardless of which site was under discussion.

- Support was frequently on the basis that the proposed changes were perceived to:
 - Improve cyclist safety
 - Encourage cycling and, to a lesser degree, active transport
 - Inspire younger and older cyclists to increase use of this form of transport
 - Encourage mode shift from personal carbonised forms to active forms of transport.
- Opposition arguments also took similar forms across all sites, these were:
 - That cycleways either take up valuable road-space or reconfigure road-space in ways that are detrimental to vehicle users; increases in traffic congestion and journey times are a frustration for drivers
 - That use of cycleways is either sporadic, or not of sufficient volume to justify reconfiguration of road-space (and the associated cost)
 - That certain demographic segments are not able to cycle and so must continue to be provided with road-space for personal vehicle use.

A significant level of support was contingent on modifications to the proposed plans that were perceived to create either a better connected network, or a safer cycleway/pedestrian experience.

Key findings

Below are the key findings from written feedback on the cycleway proposals.

Mitchell Road and Huntley Street

- There were slightly more comments in support of the Mitchell Road and Huntley Street improvements than there were objections, and, when qualified support is included, clear support for the proposals at these sites was evident.
- Support was on the basis of improved safety, and ease of use for residents.
- The Sydney Park Road/Mitchell Road intersection was identified as problematic for both cyclists and vehicle traffic; the ‘no right turn’ onto Sydney Park Road was viewed as an impediment to traffic flow, and as potentially difficult to navigate for cyclists.
- Traffic congestion and loss of parking were the main objections to the proposed changes in this area.

Feedback on ‘all connections’

- Supportive comments were double the objections to *all connections*.
- Support was offered either generally, or for a connected, safe and useable cycle network, the benefits of which were many (and included health, environmental and a reduction in the number of vehicles on roads).
- Objections comprised around a third of all comments received on ‘all connections’ and were typically made on behalf of vehicle users who feared increased road congestion (e.g., due to road narrowing), and who had animosity towards cyclists whose numbers were not believed to warrant reconfiguration of roadways and whose intent to use cycleways was deemed questionable.
- Qualified support was offered by a large number of respondents, who, although generally supportive of the proposed connections, these respondents had reservations about the negative impacts on vehicle users.

Project overview

Introduction

The City of Sydney is working on changes to cycling connections in Alexandria and Erskineville to improve safety and access for cyclists, pedestrians, and local residents, in alignment with the New South Wales Government's bike network plans for Inner Sydney. The new links are located on well-used bike routes and will connect Alexandria and Erskineville to the broader bike network.

In response to the COVID-19 pandemic, several pop-up cycleways were installed across the city to allow people to travel more safely and maintain physical distancing. A pop-up cycleway was established on Henderson Road, Railway Parade and Bridge Street. The City proposes to make this cycleway permanent, as well as creating new cycleways on Ashmore and Harley Street, Mitchell Road and Huntley Street, and four new shared paths between Elliott Avenue and Buckland Street to create connections to schools.

Feedback was sought on four proposed connections that were available on the Sydney Your Say webpage, all of which were accompanied by consultation drawings.

This report contains a summary of the engagement activities undertaken during the consultation, and an analysis of the responses received from the community.

What is proposed

The proposals for Mitchell Road and Huntley Street are:

- A bi-directional cycleway on Mitchell Road between Sydney Park Road and Huntley Street
- A bi-directional cycleway on Huntley Street between Mitchell Road and Belmont Road

Engagement objectives

The objective of this engagement was to provide information including concept design to the community and allow them to have their say. The feedback informs the next steps of the project and suggestions will be incorporated into the detailed wherever practical.

The City sought community feedback on four proposals that were available on the Sydney Your Say webpage, all of which included consultation drawings. The consultation period ran from 20 November – 18 December 2020.

The Sydney Your Say web page received 1461 page views.

Overall, 599 submitters provided feedback to the City of Sydney on the proposal:

- 589 online surveys were completed
- 10 submissions in respondents' own formats:

In the online survey, respondents were asked to provide open-ended feedback on the connections all together, or by separate area. Respondents were able to give feedback on the proposals for:

- Henderson Road, Railway Parade and Bridge Street

- Ashmore and Harley Streets
- Mitchell Road and Huntley Street
- Shared paths in Alexandria and Erskineville and changes to parking and traffic on Park Street
- Feedback on all the connections or add to your feedback

The discussion section of this report has been structured based on respondents' answers to the above questions. Responses have also been filtered based on sentiment. Further explanation of how written comments have been analysed can be found on the following page.

Note that the results for each project will be reported to Council separately.

Written comments analysis and reporting overview

Analysis approach

The following discussion presents results from qualitative analysis of written feedback provided by respondents who completed the online survey or submitted written feedback in their own formats.

In the online survey, respondents were able to give open-ended comment on the proposed changes different cycleway sections separately, or all together. Respondents were asked to give feedback on:

- Henderson Road, Railway Parade and Bridge Street
- Ashmore and Harley Streets
- **Mitchell Road and Huntley Street**
- Shared paths in Alexandria and Erskineville and changes to parking and traffic on Park Street
- **Feedback on all the connections or additions to previously given feedback.**

The discussion section of this report has been structured based on respondents' answers to the above questions. Responses have also been filtered based on sentiment. Comments are discussed below in order of most to least frequently mentioned.

The submissions received in respondents' own formats were combined with the survey comments, with similar points grouped together under particular topics.

How analysis was completed

To complete the analysis, Global Research analysts read each comment received from individuals and organisations during the consultation period and organised (coded) them into themes and topics based on the points made. Some comments contained multiple points, relevant to multiple topics, resulting in comments being coded to multiple topics. The analysis was assisted by NVivo qualitative analysis software.

Analysts then synthesised the coded comments and used the results to inform this report. The discussion below was written in the order of most-to-least commonly mentioned topics under each of the five different sections: Henderson Road, Railway Parade and Bridge Street; Ashmore and Harley Streets; Mitchell Road and Huntley Street; Shared path improvements and changes to parking and traffic on Park Street; and Feedback on all the connections or add to your feedback already given.

Throughout the discussion of written comments, the number of points made on particular topics have been consistently represented by the amounts described below:

- A sizeable number: 75 – 99 comments
- A substantial number: 50 – 74 comments
- A considerable number: 25 – 49 comments
- A moderate number: 15 – 24 comments
- Several comments: 8 – 14 comments
- A small number: 4 – 7 comments
- A few: 3 comments

- A couple: 2 comments

Adjacent to headings, bracketed numbers represent the number of points made on particular topics. The aggregate of all points made on particular topics is included in the heading.

To illustrate the content and flavour of the feedback, quotes from respondents have been included throughout the report. Note that grammar and spelling mistakes have been corrected, especially in cases where the meaning was impacted. However, these were minimal.

Report structure

As respondents were able to select whether to comment on specific connections individually or comment on the proposal overall, this report has been separated into five different sections. These sections are as follows:

- Feedback on the proposed Mitchell Road and Huntley Street cycleway
- Feedback on all the connections (overall)

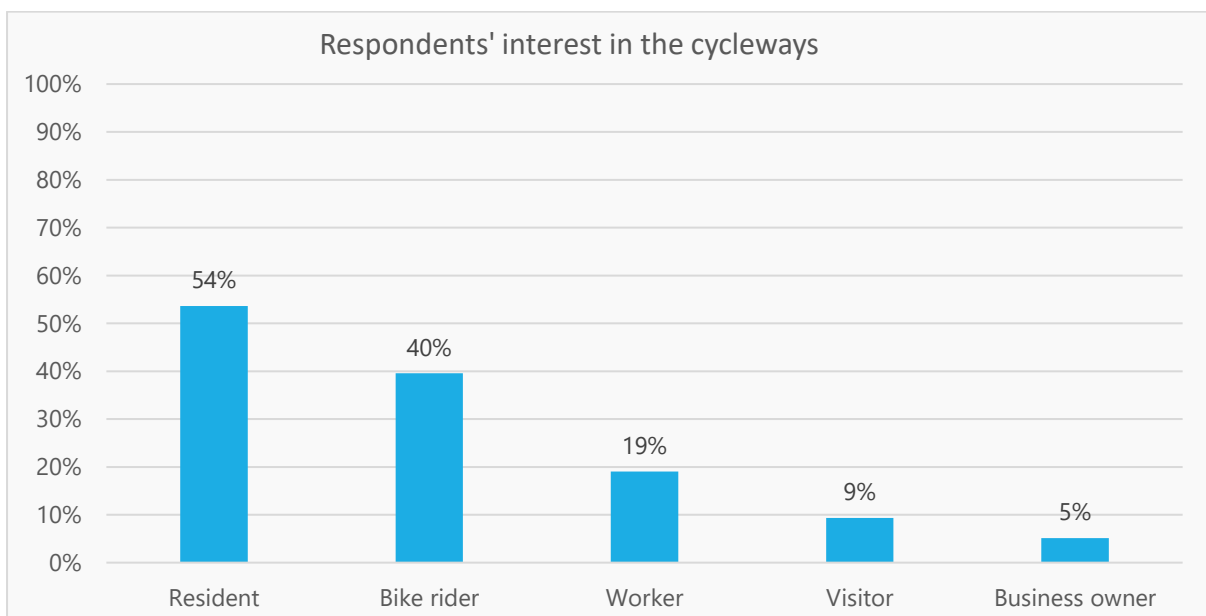
Engagement results

Who responded

Respondents were asked: *What is your interest in the cycleways?*

They were given the following response options to select from – Resident within the City of Sydney local government area; Bike rider; Worker in the City of Sydney local government area; Visitor to the City of Sydney local government area or Business owner. Respondents could select more than one option.

The chart below presents the percentage of respondents who selected each option. Note that the percentages added to greater than 100% because respondents could select more than one option.



Key findings:

- > The most commonly represented group amongst respondents was residents, with over half of respondents selecting this option (54%).
- > Just under half of respondents were bike riders (40%).
Those who work within the City of Sydney local government area made up 19% of respondents.
Visitors to the city were 9% of respondents and business owners 5%.



Proposal for Mitchell Road and Huntley Street

Proposal for Mitchell Road and Huntley Street

Respondents were asked: *Please provide your feedback on the proposed Mitchell Road and Huntley Street cycleway*

This section contains comments received in response to this question, relating specifically to the proposal for Mitchell Road and Huntley Street. Overall comments that cover all four connections can be found on page 12.

OVERALL

78 COMMENTS

Below is a summary of points made by respondents about the proposed cycleways on Mitchell Road and Huntley Street, based on their overall sentiment towards the proposal.

Opinions on proposed changes in this area were mixed but, overall, were more supportive than unsupportive.

Supportive comments

- Almost half of the comments on the proposed changes in this area were supportive of the plans.
- Most support was general in nature, with safety, convenience and utility for cyclists and pedestrians the most frequently given responses.

Unsupportive comments

- Around a third of comments about Mitchell Road and Huntley Street opposed the changes.
- Comments against the proposal for Mitchell Road and Huntley Street were mostly around the loss of road space deemed necessary for the movement of and parking for vehicles.

Mixed or qualified support

- Mixed comments, or those offering qualified support, made up around one fifth of all comments about this area.
- Comments were comprised of either weak support for proposed changes (and corresponding notification of small issues with its implementation), or of suggestions for additional changes that were perceived to improve the plans.

SUPPORTIVE COMMENTS

33 COMMENTS

General Support

23 comments

Support for the proposed changes to Mitchell Road and Huntley Street was either general, or, based on safety for cyclists. Respondents agreed that the proposal was a “great idea”, “great news”, or stated that they “fully support this”. Examples of such comments follow.

Great news. My partner and I will ride this route for sure.

This is a win for both pedestrians and cyclists trying to get to Sydney Park. The current shared path is too thin for people and bikes. Given the number of families that visit the park daily both on foot and by bike, this is a very needed change.

General comments also included those in which respondents conveyed admiration for the proposed changes, stating that they would use the new cycleways, or that their implementation would improve cycling, walking, or the general area or city in some way.

Several respondents were in favour of the proposed changes due to the perception that they would result in improved safety, and, sometimes implied, that this would encourage more use.

I haven't cycled on either of these to date because they look too risky. Making them safe to cycle on would be great.

We love it! thank you for expanding safe cycling!

Sydney park Mitchell Road connection is a long time coming. It enables longer distance safer riding.

Other topics

10 comments

A small number of respondents made comments regarding how the continuous cycle path through this area will make cycling easier. A few respondents made the point that cycling access should be prioritised over parking spaces. Lastly, a couple of comments were specific about routes or cycleway design.

UNSUPPORTIVE COMMENTS

29 COMMENTS

Congestion

15 comments

The proposed changes were anticipated to result in increased congestion or impeded traffic flow by a moderate number of respondents; this was not welcomed. Several respondents raised concerns that already congested roads would face pressure if the proposed narrowing goes ahead.

You have narrowed yet another arterial road from 2 lanes to one with a corresponding build up in congestion.

Mitchell Road is now one of the most congested roads in Erskineville, particularly following Westconnex. This will not assist traffic flow in our area. Not everyone can ride a bicycle

Additionally, a small number of respondents noted that the 'no right turn' from Mitchell Road into Sydney Park Road would increase congestion and impede traffic flow. This is shown in the comment below:

By removing the right hand turn land on Mitchell Road, this will only further funnel traffic onto nearby residential streets as drivers look for alternative routes.

Parking

5 comments

A small number of comments expressed opposition to the proposal for Mitchell Road and Huntley Street on the basis that the reduced parking would negatively impact on local residents. Although only five parking spaces are designated for removal, this was a sore point for respondents, who projected further, ongoing loss of car parking space as indicated by the following comment:

Parking in this suburb is hard enough as it is, with more and more parking taken off the main roads it's only going to funnel cars into Belmont & Lawrence Streets to park making it tougher for residents.

Other

9 comments

Remaining objections were either general in nature (e.g., “I don’t support it”), or were based on little perceived use of the cycleways currently, and the negative impact that cycleways are perceived to have on car owners or residents. The following comments are representative:

These cycle paths are destroying the usability for residents that live in these suburbs and need a car for their lives...they create visual pollution & destroy the ambience of the villages.

Absolutely stupid and dangerous and exactly how many cyclists have used the Sydney Park Road pop-up cycleways??

I understand cycle ways are a priority for the council but the current cycle ways are not being used and realistically cars are dominate on the road and enough space needs to be provided for them!

MIXED OR QUALIFIED SUPPORT

17 COMMENTS

While almost of these comments supported cycleways generally, there was the sentiment that the proposed changes could and should be improved in a variety of specific ways.

Several respondents noted the difficulties involved for cyclists in navigating the Sydney Park Road/Mitchell Road intersection. A few comments suggested that the cycleway would be more suitable on the “other side of Mitchell Road”, and that this would solve the issue for cyclists travelling east from Sydney Park Road onto Mitchell. One person noted that:

in the current design, cyclists would have to cross over Mitchell Road before being able to cross to Sydney Park.

Others reiterated this, as evident in the following comments:

Proposal looks great. When I use this connection, I’m generally coming from Sydney Park. The connection currently is on the other side of the road, and the proposal would introduce additional road crossings and time to my journey.

Many cyclists exit Sydney park and cross Sydney Park Road onto the existing shared path on Mitchell Rd. straight to Huntley Street. The proposed cycle way will be on the opposite side of Mitchell Road.

I like the continuous cycleway from Sydney Park Road onto Mitchell Road. However, it is unclear how cyclists are meant to cross between the cycleways at Mitchell Road and Coulson / Huntley Street, as there is no continuity between any of the lanes, except to turn left from Mitchell Road onto Huntley Street.

Amongst praise for cycleways generally, a small number of comments expressed frustration that the ‘no right turn’ would be implemented onto Sydney Park Road from Mitchell Road, and wanted the

plans amended to reinstate this option for motorists. The following comment is indicative of many, in which the idea of the plan in general was applauded, but its application questioned:

Love the idea. But if they are going to turn Mitchell Road into a replica of Henderson Road then forget it!

One respondent who submitted an annotated version of the proposed plans, noted that that “public domain improvements [are] required to better integrate the proposal into the streetscape”.

The final mixed comment was from a respondent who questioned the need for a cycleway on Huntley Street (due to it already being “such a quiet street”) but who supported the Mitchell Road proposal.

Feedback on all the connections



Feedback on all the connections

Respondents were asked: *Please provide your feedback on all the connections or add to your feedback already given.* This question was the final open-ended question asked in the survey, however as it received the largest response, it has been discussed before sections about the individual connections.

This section contains a synthesis of the comments received in response to this question, about the proposal overall.

OVERALL

549 COMMENTS

Below is a summary of points made by respondents about all of the connections, grouped by their overall sentiment towards the proposal.

Supportive comments

- There were almost 300 comments made in support of the cycleways, which was the largest group of respondents.
- The largest group of supportive comments were general in nature, expressing enthusiastic support for the initiative(s).
- Cycleways were praised for improving safety and for enabling health and sustainability benefits for people and the environment and increased cycle use.
- Some respondents who supported the cycleways made specific suggestions for further improvements, particularly regarding routes and connectivity.

Unsupportive comments

- Just over 150 comments were made which were critical of, or which did not support the initiative(s).
- The impacts on vehicle traffic was the biggest focus of these comments, in particular, criticism of predicted increased congestion.
- Some made critical points that existing cycleways are not currently used, while others were critical of the visual appearance of the presence of cycleways.
- Other criticisms included: cyclists don't follow road rules and commonly ride on roads rather than in cycleways that have been provided, on-street parking will be negatively impacted, road space narrowed causing safety risks and inconvenience, a variety of safety aspects that can be improved, cycleways are unnecessary and there is a need to consider pedestrian safety.

Mixed or qualified support

- Just over 100 respondents had qualified support for the cycleways, commonly making specific suggestions for how they could be improved.
- The most commonly made point was criticism over the narrowing of roads which was viewed as contributing to increased congestion.
- Route and design suggestions were also made which were commonly specific in nature and focused on a particular location or aspect. Other specific suggestions were regarding how particular streets are controlled in terms of closures or openings. The visual appearance of cycleways was also important to some respondents.

- Other specific improvement suggestions related to parking, cycleway and footpath widths, and improvements for pedestrians.

SUPPORTIVE COMMENTS

291 COMMENTS

General Support

118 comments

A large number of respondents conveyed support for all the connections in general ways, often making very positive statements such as “Fantastic to see this”, “Great initiative!”, “These are great and improve Sydney significantly” and “Love this!”.

The language used often expressed a high level of excitement or support, with respondents describing themselves as “thrilled” and “so looking forward to these new connections.”

Examples include:

I fully endorse this plan. I love it.

Great changes! Looking forward to further improvements and the development of more inner-city cycle ways.

I support the plans for more cycling paths in the whole city of Sydney.

Overall, I think all of these changes are very positive and look forward to them getting implemented.

General support was also offered for the proposals on the basis that a functional cycleway network contributes to the city’s liveability.

Safety

89 comments

Respondents most frequently explained their support for the proposals in the context of safety. A substantial number of comments were received which praised the enhanced safety for cyclists and described increased confidence and increased usage, and that families and children are now able to use the cycleways to travel safely and conveniently. Comments praising the increased safety of the cycleways included:

They are essential to provide a safe route for cycling.

I wholeheartedly support these measures to make pop-up cycleways permanent...This will make it easier and safer for me to use existing cycleway routes.

Better connections will make a huge difference to me and my family feeling safer when riding these areas.

Connectivity, network and route design

48 comments

A considerable number of respondents offered support for the proposals while adding that improvements to connections and design of the cycleways would enhance the projects.

The majority of these noted the importance of having a “well-connected,” “integrated” cycle network that works “safely and practically”, noting that it was vital for cycleways to be connected “for commuters to use them properly”, and that the previous approach had been somewhat “piecemeal”. As one respondent pointed out:

You would not build a bridge, railway or highway with gaps in it. A bicycle route with gaps in it is useful only to the small minority of people who are comfortable bridging those gaps by riding in traffic.

One respondent suggested the proposals would “close missing connections in the network”, while several comments expressed enthusiasm for further extending the network, for example:

Those cycling lanes are great addition to the patchwork of Sydney City cycle lanes and there is so much more to add to complete that patchwork.

Thanks for this excellent project to make pop-up lanes permanent and to close missing connections in the network. Hoping for many more of these to come in the future.

Careful design that involves cyclists was deemed important with one respondent suggesting that “using more temporary routes would help to build out a cycle grid that people find useful, rather than planning things on paper and building something inadequate.” Another respondent stated:

I support all measures to provide more space for cyclists to ride safely. The more the better. Sometimes dedicated cycle paths or shared paths have gaps or end in ways that suggest no cyclist was involved in the design - or that the cyclist(s) were over-ruled by petrol heads!

Other specific suggestions about connections and design included:

- Ensuring cycle lanes were protected effectively from cars.
- A better/marked route from Eve and MacDonald Street to Bridge Street.
- Not forcing cyclists onto the footpath when cycle lanes end.
- A more obvious connection to Buckland from Henderson Road.
- Research should be carried out to find out common routes for schoolchildren and include these in the plan.
- Improve links between Alexandria and the CBD.
- Dedicated cycleways on Regent/Lee Street.
- A connection between Harley Street and the Bowden Street cycleway to link Green Square with the proposed cycleways.
- A link along Huntley Street between Sydney Park and the Grounds of Alexandria, and the shared paths along the canal.
- Links between Bridge Street (between Victoria Street and Ashmore Street), Mitchell Road (between Coulson Street and Ashmore Street), Codrington Street (between University of Sydney and Wilson Street), Buckland Street - Bourke Street, Australia Technology Park - Turner Street.
- Make the existing pop-up cycle way right on the Erskineville railway bridge two way.
- Consider removing the pedestrian pedestal at the dual walkway cycle way into Burren Street from Erskineville Road as it is too narrow for a bike on one side because of the telegraph pole.
- Ashmore Road roundabout and Mitchell/Harley junctions need to be made safer for cyclists to navigate.

Mode shift

16 comments

The opportunity provided by the cycleways to transition away from cars was lauded by respondents, many of which described their enthusiasm for more active forms of transport, more space for

cyclists and pedestrians, and for reducing cars and non-essential traffic. Many respondents noted that both people and the environment benefited from more cycleways and fewer cars. Comments illustrating these opinions included:

Cars in cities should be discouraged and cycling and PT prioritised.

Change, as we all know is hard. Bold changes will lead to less pollution getting cars off the road. Love City of Sydney council's progressive plans. Bring it on.

Too much of Sydney is given over to cars and drivers so it's great to see some space re-allocated for more people and climate friendly forms of transport. More more more!!

Sustainability

11 comments

Several respondents praised cycling as a more environmentally friendly mode of transportation, noting that this was crucial to reduce pollution and carbon emissions, with comments such as:

The cycle lanes make the city safer and lessen pollution.

Cycling infrastructure plays a big role in reducing our impact on climate change.

Health

9 comments

Respondents praised the significant health benefits of cycling, noting that not only was the physical activity important but that cycleways enabled “more socialising on streets” and “people interacting.” One respondent pointed out:

Cycleways mean more cyclists and that is a good thing for the city and health. A large evidence base shows the health benefit and reduced mortality for cycling and active transport, with the opposite for private motor cars. IF any drug showed a similar efficacy to reduce mortality in clinical trials as active transport does Big Business would be monetising. Cycle commuting is of significant benefit to health and a huge contributor to reduced mortality in contrast to private motor transport.

UNSUPPORTIVE COMMENTS

154 COMMENTS

Impacts on vehicle traffic

36 comments

The most common criticism of the installation of cycleways as the negative impacts that will result for vehicle traffic.

Increases in congestion as a result of reducing space for vehicles was the most common criticism expressed by a moderate number of respondents. Associated increases in journey times was also considered a considerable problem perceived to arise from cycleways. The following is a typical comment:

Sydney roads generally are heavily congested, providing bike lanes are not the solution as the roads were never intended to have cycleways down them. Other solutions need to be found to allow safe cycling without further slowing down traffic.

A variety of other points were made regarding impacts on vehicle traffic, including: large noisy vehicles using quiet streets at night that didn't occur prior to cycleway installation; safety issues for schools that now experience more traffic; impediments for emergency vehicles using narrower or blocked off streets; reduced visibility on streets; the slowing of traffic; that cars should be prioritised over cycles because they are the most common traffic mode; that traffic seems faster on Henderson Street with roundabout removed; that it is difficult for pedestrians to cross a road and a cycleway; and, that rerouting makes some vehicle journeys longer.

Existing cycleways not used

23 comments

A moderate number of respondents were consistent in expressing statements to the effect that they have seen no or few people using particular cycleways. A small number of these questioned the counts of cycleway users. The following was a typical comment.

The bike lanes are very infrequently used. I see about one or two cyclists using them on Henderson.

Parking negatively affected

16 comments

A moderate number of respondents were critical of the impacts on parking. The most common point made, which was made by a majority of respondents, was that the reduction of vehicle parking was an inconvenience. Many of these comments took the following form:

The current bike path is taken up valuable parking spaces on Bridge Street.

Other parking related comments were that it has become more difficult to park, with the following point made.

Parking along the street has become a dangerous exercise - reverse parking blocks both lanes of traffic causing chaos and distress for motorists. Exiting a parked car requires traffic behind you to come to a complete halt, causing road rage. Someone is inevitably going to get clipped by a car.

Cyclists not following rules

15 comments

A moderate number of respondents were critical of cyclists who do not follow road rules. In particular, the point was made that some riders often do not use the cycleways provided and that they weave from the road to the footpath. The following comments are indicative:

The one concern I have is that some cyclist persist in using the road when there is a cycle path which adds to the risks for motorist on the narrower street and the opening parked car doors. Use of the bike paths should be mandatory for cyclists and education is required.

I actually see more cyclists using the road where the cars are trying to drive.

Other points made include: cyclists are not mindful of residents; cycleways merging with footpaths which endangers pedestrians; and, cyclists take up road-space where car-drivers wish to be the sole occupants.

Additional safety aspects

15 comments

Additional to the safety concerns raised above, around half of the those under this heading stated that the cycleway was "dangerous" providing little supporting information. In addition, the Henderson Road connection was said not to comply with "nominal safety standards"; the Elliott

Street connection was said to not consider the traffic attributable to day care operations; on respondent noted that there is need for clearer safety signage; and, lastly, one person stated that the roundabout removal has resulted in faster vehicle speeds.

Visual amenity and liveability negatively affected

13 comments

Several respondents were critical of the impacts on street amenity on streets that had experienced changes from cycleways. Over half of the comments discussed under this heading criticised the look of the cycleway infrastructure, as well as the changes to street design and appeal. The following comment expresses a common sentiment:

The visual amenity of the area has been ruined - once wide open streets are now dangerously narrow. It's given rise to a very claustrophobic feeling that would be alien to any resident.

Other points made included: increased noise from vehicles, in particular negotiating their way through obstacles placed in streets to reduce traffic speeds; and, that angled parking will send fumes and bright lights from headlights into houses close to streets.

Road-space narrowed by cycleways

13 comments

Several respondents were critical of the impacts of reducing road widths caused by adding cycleways to the road architecture. Increased danger was the most common point made, with others describing the inconvenience of having to pull over to allow other vehicles to pass. The following point was made:

The bike lanes on Henderson take up too much space. Henderson has become congested and too tight to safely manoeuvre your car at times, especially when there are trucks coming in the opposite direction.

Cycleways not necessary

8 comments

Several respondents made the point that cycleways are not necessary. Most of these were general comments, but some identified specific sections that are not needed: Bridge Street cycle path in Erskineville because it is already a slow road; and, Henderson Road because it is unnecessary.

General criticism

7 comments

A small number of respondents made general comments that opposed the continued development of cycleways.

Not happy about the pop[-up] cycle on Bridge Street.

Overall I object to the temporary cycleways becoming permanent as well as the installation of new cycleways in the Erskineville and Alexandria areas.

Pedestrian safety

6 comments

A small number of respondents stated that more needs to be done to increase safety for pedestrians as a result of changes caused by cycleways. This was one of the comments.

Near ERSKINEVILLE public school and train station, so many people walk on the road because the lack of walking path. The cycle way just made it worse,

pedestrians cars and cyclist all use the narrow road. We need better walking path not the cycle way.

Need for vehicles

2 comments

A couple of comments identified the need for the ability for vehicles to be used by those who need them such as families, people with a disability and businesses.

MIXED OR QUALIFIED SUPPORT

104 COMMENTS

Increased congestion from narrower roads

21 comments

A moderate number of respondents were generally favourable towards cycleway development but were opposed to the narrowing of roads that has already led to increased congestion and subsequent impacts, or would like this to be avoided. The specific issues identified were: generally reduction of space caused by adding cycleways for all traffic and pedestrians; fears of crossing roads because of the high levels of traffic, particularly with children; speeding vehicles even with speed bumps in place; cars being side-swiped; volumes of traffic being redirected into previously quieter streets; blasting of horns by frustrated drivers; car doors opening are dangerous; and, longer periods of peak traffic volumes.

Specific roads and places mentioned included: Park Street Erskineville; Erskineville connection; Henderson Road; Fox Street; Ashmore/Harley Street; Bridge Street Erskineville.

The following was a typical comment.

It's a great idea to look for way to make our city more green and provide local resident options. However, consideration must be given to the impact on local residents due to increase congestion and reduced parking spaces. The benefit of usage of the cycleway must outweigh the costs to local residents.

Route and design suggestions

19 comments

These comments were generally supportive of cycleway development but made suggestions of routes that should be added to or removed from the existing network plan. Of these, a small number of comments made overall route suggestions with the consistent point made in these comments that the overall network needs to be holistically planned.

The remaining comments made specific route amendment suggestions. This is typical of how these suggestions were made:

Whilst I support this the cycle links seem rather haphazard and a bit illogical if you're riding through the area. I think a cycle path should be built along Mitchell Road all the way from Sydney Park Road to Copeland Street. It could be on the western side adjacent to the new Park Sydney development and then beside Erko Oval. This would create a direct path connecting many of these links together, and most of the infrastructure is there just needs line painting.

A summary of route and design suggestions comments can be seen in Appendix 1.

Specific traffic control suggestions

13 comments

Several respondents made suggestions to either close particular streets to traffic to reduce the level of traffic or to open up streets to enable more traffic flow. Most of these comments were specific and pertained to particular intersections or streets.

Examples of suggestions were:

- reducing traffic in Park Street to protect local residents
- remove the Left In- Left out restrictions at Henderson Road and Alexander Street, as well as the unnecessary pedestrian and bicycle turning median
- make right turns legal out of Newton on to Henderson
- two way traffic on Railway Street towards Henderson Road
- maintain right turn from Mitchell Road onto Sydney Park Road
- the Railway Pde closure pushes traffic onto the once quite Park Street
- Reopen the bridge and Railway Parade
- make the one way from Sydney Lane not Sydney Street.

Amenity and specific suggestions

12 comments

A variety of other topics were commented on by a small number of respondents.

A few comments criticised the visual appearance of cycleways, and a similar number made the point that cycleways could be narrower than what they are.

One respondent suggested that there is a need for campaigns to encourage more cyclists and another suggested spending more money on public education programmes that encourage more to use the road and cyclists and vehicle drivers to be more accommodating of each other. A couple of respondents emphasised the need for more separated cycle paths; and two respondents suggested the need for more cycle parking.

Signage, markings and navigation

12 comments

The underlying sentiment of these comments was the need to increase safety by improving signage, road markings or layout. Again, the comments were predominantly specific often focusing on particular streets or intersections. The underlying point made was that there needs to be care taken in the design of roads and the inclusion of elements that orient users and direct and guide them to take safe routes and be protected by physical barriers when necessary. These comments are typical examples of the types of points made.

Victoria Street is one-way for cars but supposedly two way for bikes, however car drivers mostly don't realise this and don't keep left to let oncoming bikes safely pass. Currently on Victoria Street there are white bicycle outlines painted on the road to indicate two-way bike traffic, but these are inconspicuous and in the wrong places, so mostly car drivers don't realise they are there and then tend to be aggressive with bike riders coming toward them. A dedicated cycleway would be much safer and could also be routed around the existing traffic calming garden beds, to provide additional separation from car traffic.

Care needs to be taken, however, over the entrance roads on the north side, because bicycles may not give way, and cars may turn out of Henderson road without looking for bicycles (this happened to me!) Clear signage would be needed.

Parking

11 comments

These comments predominantly focussed on the need to retain parking. The general sentiment was parking is already difficult and so should not be reduced further. This was a typical comment.

Considerations need to be given to balancing local residents needs for car parking, access to footpaths etc with the needs of cyclists and safety.

One comment suggested that The Mitchell Road to Huntley stretch should be cleared of parking and made a clear way to allow for better traffic flow.

Cycleway and footpath widths

9 comments

Several comments made a variety of comments regarding cycleway or footpath widths. These included: more need for continuous footpaths for pedestrian safety; widen the Erskineville Road Rail Bridge northern footpath; footpath, especially for school children on Can Brown Street; bicycle paths should be added by expanding footpaths, which are in many cases already very wide; the area around Erskineville station is in need of an upgrade as the footpath is dangerously narrow; and shared pedestrian/bicycle crossings should be wider.

Improvements for pedestrians

7 comments

A small number of respondents made specific comments which focused on the needs of pedestrians, including: safety islands so that visibility of pedestrians is increased in narrower streets with cars travelling quickly; a couple of respondents suggested a raised pedestrian crossing on Fox Street to reduce risks for pedestrians crossing the road; put in pedestrian crossings across Henderson Street when separate bike lanes are installed to increase safety; Zebra Crossing on Park Street from the Kurrajong Hotel to Naked Brew Café to assist hundreds of children crossing; and, a final comments suggesting that cycleways have reduced vehicle speed and enhance the pedestrian environment in some places.

ABOUT THE PROCESS

32 COMMENTS

A considerable number of respondents recommended more consultation on the development of cycleways. The benefits of greater consultation were that this would assist in delivering what the majority of people want, and that it can tap into the ideas of locals and refine the design to improve the outcomes.

Some were appreciative of being able to have their say in this process, while a greater number of respondents were in favour of more consultation. There was a call by some for the 'general community' to be listened to over a vocal minority. The majority of these respondents made general points, such as.

I plead with the Council to provide consultation and discussion with the most viable options and solutions to be presented to Residents. Then an agreed action plan adhered to after community consultation, input and feedback with Council.

One respondent asked if observation studies had been completed. And another would have liked more information regarding assessment of the pop-up cycleways. Another suggestion was to work with the state government to find "real solutions" that work for everybody.

Short term solutions to impacts on Park Street

Some of the submissions above make reference to impacts on Park Street that are out of the scope of these projects, but are being addressed currently.

The closure of Railway Parade has caused increased traffic on Park Street, Erskineville. The *Shared Path Improvements project* will address some impacts by creating a pedestrian crossing and narrowing the south end intersection of Park Street. CoS are also working on other solutions to be implemented in the short term. Three- tonne limit signs and speed cushions have been installed and changes to the north intersection are being investigated.

Appendix 1

This appendix contains verbatim comments from respondents who were unsupportive of the proposed changes to cycling connections in Alexandria and Erskineville, and offered suggestions about the design of the proposal. The comments below have been included in this appendix due to their specific and detailed nature which makes them more useful for CoS use as whole statements. Note that the key points made in each of these comments have also been synthesised into the body of the report, above.

UNSUPPORTIVE FEEDBACK ON ALL THE CONNECTIONS - ROUTE AND DESIGN SUGGESTIONS

- *Still missing critical cycle ways that go west-east. For example, Swanson street from Erskineville station and Copeland street down to Michell road (the suggested shared paths along Swanson seems like useless patch work). Then along Michell road to from Copeland to Harley street and create safe passage to Bowden and Mandible street cycle paths.*
- *Other one I use is Sydney Park going to Belmont Street via Mitchell and Huntley. I disagree with the plan. I would recommend having the cycle path on the east side of Mitchell Road if you were going to have it, not the west side.*
- *... we really need a connection from the North side to the South side of King Street at Erskineville Road. Easy to use the roads to cross from South to North, but impossible to get across King Street from North to South to Erskineville as left turns on King are not permitted at Erskineville Road or Wilson Street.*
- *I think a cycle path should be built along Mitchell Road all the way from Sydney Park Road to Copeland Street. It could be on the western side adjacent to the new Park Sydney development and then beside Erko Oval. This would create a direct path connecting many of these links together, and most of the infrastructure is there just needs line painting.*
- *... Botany Road and the provision of cycle ways there. I am tired of taking my life into my hands when walking along the footpath between Green Square station and McEvoy Street.*
- *... other places in the city that would benefit from safer and more convenient cycleways. Throughout the CBD, Oxford Street, City Road, McEvoy Street, the rest of Henderson Road, Gibbons Street/Regent Street are a few examples.*
- *This cycleway is a direct duplication of services on the other side of the train tracks on Wilson Street. If you can justify a duplication of services, build a cycleway along Rowley Lane, where it can connect directly with South Eveleigh precinct - giving riders a direct, gentle slope to Redfern Station and not going up the steep Gibbons Street - join into the new Explorer Street housing development, and lastly - find a way to get it either over or under the tracks to Wilson street.*

- *A new cycleway is needed on Victoria Street Erskineville (extending also to Munni Street, then Harold Street). This would connect the existing Bridge Street cycleway and proposed Ashmore Street cycleway to the popular Angel Street cycle route.*
- *Rather than two single direction cycleways on Harley Street I would suggest one bi-directional cycleways on the southern side of Harley Street.*
- *I support all cycleways except for the Henderson and Railway Parade cycleway.*
- *The path on Bridge Street Erskineville is unnecessary and is often used as a pedestrian pathway. That road has a low level of traffic and was fine as it was to cycle on.*
- *The Bridge Street bike lane doesn't really add any real value to the area. It is already a dead end street it is very quiet anyway so I don't really see the need for the cycle lane maybe just a smoother transition entering the Road via the Henderson Street end.*
- *The Mitchell Road to Huntley stretch should be cleared of parking and made a clear way to allow for better traffic flow. Mitchell Road is always heavily congested in that zone making it very difficult for Sydney Park Village residents to access Sydney Park Road and the complex. The cycle way could be relocated to the Euston Road end of Sydney Park Road with easier access to Belmont Street.*
- *aware to watch for this, I would hate to put children in harms way, without council addressing this issue first.*
- *The crossing at park is a good initiative. However should not result in the loss of large London plane trees on Swanson between Newton and Park. Removal of these mature trees wouldn't be accepted for any other public works undertaken in a development. Why should council remove them instead of working around them like every other private infrastructure upgrade has to. Parking changes to Park street would also ruin the street character and are a poor outcome for residents here*
- *Regarding Park Street. It needs 2 chicanes along it rather than those speed bumps.*
- *All the continuous footpath treatments make perfect sense, especially at the extra wide crossing across Park Street on Swanson Street. I also strongly support traffic calming and angle parking on Park St in principle, as there is currently greatly increased volumes of traffic due to the pop-up cycleway, and parking is often completely full at night. However, I definitely want to see more details of how precisely this will be implemented before any work is approved. I do not think the footpaths on Park St and the north side of Swanson St should become shared paths, as they are already quite narrow.*
- *I am concerned about the impact these routes will have on existing amenities in the area. In particular, by funneling cyclists into the footpaths where there is currently outdoor dining venues, such as 'Kurrajong Hotel', 'Naked Brew' and 'Parkview Hotel'. The addition of cyclists on the footpath would be dangerous for what is a very populated footpath with residents, diners and pub-goers. A better option*

would be to direct cyclists to the foot path on the opposite side of the road where there are no businesses or residential premises.

- *There is not enough room on these narrow paths for fast bike riders as you also have a highly popular with local cafe (Naked Brew) that utilise this space for their dining. So bikes could hurt these diners. PLEASE DO NOT REMOVE the outside dining option of this cafe as it gives the area a lovely community feel!*
- *If Park Street remains the only option for local traffic, there ABSOLUTELY needs to be a pedestrian crossing placed at the intersection of Park and Copeland.*
- *I don't think these changes are necessary as the flow of traffic down Park Street is not excessive in my opinion. I would be more in favour of amending the current cycleway on Henderson road and reopening railway terrace to bidirectional traffic which would in turn reduce the traffic burden on park street.*
- *Place the traffic calming measure at both ends of Park Street making it inaccessible to heavy vehicles.*
- *I think bike lanes are a great idea but the ones I am commenting on are not well placed and have a detrimental effect on people who rely on a car for transport*
- *Along this section of Swanson Street there is a lot of extra space from the road width. Could some of this be converted to a dedicated cycle path?*
- *I have not seen detailed plans on Councils plans for Park Street. Park Street is shown on the safe routes to school map only briefly and refers to calming measures and angled parking, but I haven't seen what this will actually look like. Council needs to urgently put out a more detailed look at what the plans for Park Street are. It probably needs to be closed off altogether or at a minimum, closed to traffic turning right from Park onto Henderson.*
- *I don't know these roads well but Swanston Street should have a cycleway down each side and perhaps shared path helps get us there. What changes do you have for Park Street? Temporary cycle lanes like in Dalmeny Avenue would seem very suitable.*
- *The changes to traffic on Park Street is not clear. Will traffic be able to travel from Swanson Street to Henderson Street via Park Street?*
- *Shared paths are a reasonable use of space so long as they don't reduce road way. Where are the plans for this proposal?*
- *The installation of a pedestrian crossing on Park Street is absolutely crucial. It should have been installed at the same time as the "pop-up" cycle lanes, given the predictable impact on traffic flows down Park Street, which has been horrible for a once quiet and safe street.*
- *Residents require access to Railway St from Swanson road via Park street due to the need to avoid further congestion on Mitchell Rd, which has gotten / will get much worse since Park Sydney complex opened.*

- *The ability to access Railway pd from Park Street is essential. The constant limiting of residents' access to houses in the Erskineville triangle from Swanson St ruining amenity in the area.*
- *Cycle ways are great and I am supportive BUT unfortunately the consequences have been significant for Park Street. Cars and trucks are racing down it constantly all times of day and night. I am so terrible worried that someone is going to be hit as the cross at the Swanson street end. I recommend that an island be put between the Kurrajong and Naked Brew Cafe. It would force cars to completely slow down as they enter the street. It is such a concern, it is such a heavily pedestrian focused end of the street with so many kids every day walking home from the two schools only a hundred metres away. A change needs to happen to our street to stop all the rat runners. It cannot stay as it is.*
- *Safe routes to school/shared path improvements (Buckland Street, Mitchell Road, Swanson Street)*

Parts of the "existing user network" shown on the context map are not safe for children walking/riding to school. In particular, children going to/from Alexandria Park along Belmont Street must cross Fountain Street, which has high-speed/volume traffic. Measures are required to reduce crash risk here, e.g., Pedestrian/bicycle crossing; kerb extensions to reduce crossing distance; and narrow traffic lanes to reduce traffic speed.

A continuous footpath treatment is needed at Swanson St/Elliot Ave.

The existing Swanson St pedestrian crossing should also have a bicycle crossing.

To reduce traffic speeds and crash risk, Brown Street laneway should be 10 a km/h shared zone.

This report has been prepared by:

Global Research
150 Office Rd
Merivale
Christchurch 8014
New Zealand
+64 3 355 4562
www.globalresearch.nz



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